

25 YEAR RE-REVIEW

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Held Death Edict **Minor Airline** **Curbs Bring** **Investigation**

By The United Press

Chairman John J. Sparkman (D., Ala.) said yesterday his Senate Small Business Committee will investigate the Civil Aeronautics Board's "death edict" order against nonscheduled air carriers.

He has asked the CAB to postpone action on the order, scheduled to go into effect April 6.

The order would forbid nonscheduled carriers—now doing an estimated 60 million dollars annual business—from making more than three trips a month between New York, Washington, Chicago, Detroit, Miami, Los Angeles and Seattle. It would bar more than eight trips a month between any two other presently established air route cities.

Sparkman said many of the nonscheduled lines were started after World War II "by enterprising veterans who were enthusiastically encouraged by the Government."

"It would appear outrageous to have that same Government now decree them out of business," he added.

He said the hearing would consider particularly claims of nonscheduled lines that liquidation at this time would be a serious blow to national defense.

Amos E. Heacock, president of the Aircoach Transport Association, charged the CAB order is the direct result of "a calculated campaign by the scheduled airlines to gouge millions of extra transportation dollars from the public."

He said the 4-cent mile charge established by the nonscheduled lines would be replaced almost immediately by a 6-cent mile fare.

"The scheduled airlines, in this time of emergency, already have withdrawn many 'family fare' and aircoach rates," Heacock said.

"Once they have driven the nonscheduled airlines from the field they'll jack up their rates at least one-third."

He said the CAB ignored protests of defense officials who argued that nonscheduled flights were needed to handle the traffic of GIs on furlough.